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Security Information

Questions re DTLINEN Special Balloon Operations

I Problems:

A. The Air Corridors are open 24 hours per day.

1. Legal altitude limits are: No lower than 3,000 feet at any time, unlimited ceiling in clear weather.

2. Opinion of all that no plane is at all likely ever to go above 14,000 ft., and usually not above 10,000 ft.

B. What is likelihood of a serious accident if a balloon and/or pay load collides with an aircraft?

C. Weights; according to MINTORZ impossible to use Bible stock because no rotary press. We must settle for "45" which is nearly twice as heavy but the lightest practical for an offset press.

D. Moving vs. Fixed Bases:

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CENTRAL INTELLIGENCE AGENCY
SOURCES/METHOD/EXEMPTION 3B2B
NAZI WAR CRIMES DISCLOSURE ACT

1. Who will procure trucks, drive them? DATE 2007

Handy, they
probably
trucks? Does
How long much
It take?
Balloon i
Any need
balloons even
within place

2. If we use trucks, how explain to gendarme if stopped
for questioning?

3. In addition to better coverage of target, what exactly are
the advantages, if any?

4. In view of obvious difficulties of moving bases, do they
still seem better than using fixed bases?

5. What are the possibilities of establishing a temporary fixed
base along the route Dammenburg south?

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E. About the Technical Aspects in view of the air corridor difficulties:

1. What about the "State of equilibrium" that a balloon is supposed to reach when it is still carrying its load?
 - a. Is it fixed?
 - b. For our purposes, how high, if it exists, is it?
 - c. If there is such a thing as a "state of equilibrium" while loaded, can we change it to suit ourselves with 99% confidence in the result?
 - d. If the above are possible, is it possible to adjust our balloons so that, while loaded, they will attain a sufficiently high altitude when over the air corridors to be above even the highest flying planes. (This would have to be 15,000 ft. or more. How accurately can we set this?)
2. In view of the above, would we have to move our launching apparatus farther back from the target in order to attain a safe altitude before reaching the air corridor?